Chapter 1

Environmental Summary

FINAL ENVIRONMENTAL IMPACT STATEMENT

CITY OF SHORELINE

Chapter 1—Environmental Summary

1.1 Introduction

This chapter of the Final Environmental Impact Statement (FEIS) for the 185th Street Station Subarea Plan summarizes the background, purpose, and location of the Planned Action subarea, mitigation measures, and significant avoidable adverse impacts. The State Environmental Policy Act (SEPA) process is further described below in Section 1.4 and in Chapter 2. The summary in this chapter is intentionally brief. Readers should consult individual sections in Chapter 3 of this FEIS for detailed information concerning the affected environment, analysis of potential impacts, and mitigation measures.

1.2 Changes from the Draft Environmental Impact Statement and Alternative 4—Preferred Alternative

1.2.1 Differences between the FEIS and DEIS

This FEIS presents new analysis related to Alternative 4—Preferred Alternative. This analysis was not reflected in the Draft Environmental Impact Statement (DEIS) because the City of Shoreline intended to review the analysis of the alternatives in the DEIS, gather public and agency comments, and then identify a preferred alternative based on the DEIS analysis.

Refer to the next page and Chapter 2 for background behind identifying Alternative 4—Preferred Alternative for analysis in this FEIS.

Subject matter with the heading "Alternative 4—Preferred Alternative" and discussion of the potential to phase zoning is new in this FEIS and was not included in the DEIS. Alternative 4—Preferred Alternative proposes a greater level of change in population, density, and urban form than the two previous action alternatives analyzed in the DEIS. As such, previous "most growth" alternative (Alternative 3) has been relabeled as Alternative 3—Previous Most Growth. Alternative 2—Some Growth and Alternative 1—No Action are labeled the same as in the DEIS.

This FEIS also makes a greater distinction between potential impacts of growth anticipated during the twenty year planning horizon of this document, and the build-out timeframes of each alternative, which vary (See Table 2-1 in Chapter 2). A standard growth rate of between 1.5 percent and 2.5 percent was used to calculate impacts at twenty-year and build-out timeframes. As such, all action alternatives would have similar impacts, and therefore require similar mitigations, for the twenty-year timeframe. The City bases prioritization of capital projects on this timeframe. The end build-out timeframe for each action alternative differs based on the amount of rezoning proposed.

Because phased zoning of Alternative 4—Preferred Alternative would be the same as other action alternatives in the twenty-year timeframe, and the same as Alternative 4—Preferred Alternative at the build-out timeframe, there is minimal discussion of impacts specific to Phase I zoning identified in **Figure 3.1-5**.

Other differences between this FEIS and the DEIS include more information about mitigations related to Land Use Patterns, Plans, and Policies, as well as Population, Housing, and Employment. These are based on Development Code regulations discussed by the Planning Commission during their August, September, October, and November 2014 meetings (materials available at http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast).

Some of these regulations deal with new zoning designations that are proposed as part of the subarea plan, including dimensional, design, and transition standards, and allowed uses (See 3.1.2 in Chapter 3 for more information about proposed designations). Some regulations deal with incentives for affordable housing, green building, and other amenities desired by the community.

Another distinction between this FEIS and the DEIS is that new zoning categories are emphasized (where applicable), whereas the DEIS used both existing and proposed designations. As such, maps of potential zoning scenarios have been updated to reflect this change, along with other minor modifications intended to make them easier to read.

Much of the information in background and affected environment descriptions in the FEIS remains the same as presented in the DEIS, but has been retained in this document to provide supporting information for the analysis of the new alternative, Alternative 4—Preferred Alternative. This also provides the reader with the analytical content all in one document so that there is not a need to reference between the DEIS and FEIS in review.

In the analysis of potential environmental impacts, Alternative 4—Preferred Alternative is listed first, followed by common impacts associated with all action alternatives. Analysis of Alternative 3—Previous Most Growth, Alternative 2—Some Growth, and Alternative 1—No Action are listed afterwards, in that order. The analysis of potential impacts of Alternatives 3, 2, and 1 remain generally the same in this FEIS as presented in the DEIS.

1.2.2 Responses to DEIS Comments

Responses to comments received during the public review period of the DEIS from agencies and members of the public are included in the FEIS. This information is provided in Chapter 4.

1.2.3 FEIS Review Guide—Companion Document to the FEIS

A Review Guide for the FEIS has been created to assist reviewers with finding key areas of analysis and important information presented in the FEIS document. This Review Guide is available for download at the same location as the FEIS: www.shorelinewa.gov/185FEIS.

1.2.4 Background on Development of Alternative 4—Preferred Alternative

Development of alternatives resulted from an extensive community engagement process that began in spring of 2013

with visioning and continued through the entire development of the subarea plan. A summary of all visioning workshops is available at: http://shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/visioning-workshop-comments.

Figures 1-1 and 1-2 illustrate the subarea planning and alternatives development and analysis process.

Public input was received at multiple community Design Workshops. The proposed framing of redevelopment along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor as a "main street" or "signature boulevard" was a direct result from public input received. This community-driven concept is shown in all three of the action alternatives studied in the FEIS: Alternative 4—Preferred Alternative, Alternative 3—Previous Most Growth, and Alternative 2—Some Growth to varying degrees, and reflected in proposed Development Code regulations. A summary of the first series of Design Workshops is available at http://www.shorelinewa.gov/home/showdocument?id=16054. Public involvement is described in greater detail later in this chapter.

Other factors that influenced creation of the potential zoning scenarios analyzed in this FEIS were the Market Assessment authored by BAE Urban Economics (See Chapter 3.1.1), and existing local, regional, and state policies (See Chapter 2).

Alternative 4—Preferred Alternative was identified for further study in this FEIS following multiple deliberations by the Planning Commission and City Council in the following meetings, which were open to the public:

- July 10, 2014—Planning Commission Public Hearing for review of comments on the DEIS and development of recommendations to City Council for a preferred alternative to be studied in the FEIS
- August 11, 2014—City Council discussion of comments on DEIS and potential options for a preferred alternative to be studied in the FEIS
- August 25, 2014—Further deliberation related to selection of a preferred alternative to be studied in the FEIS (Alternative 4—Preferred Alternative).
- September 29, 2014—Joint meeting of Planning Commission and City Council; City Council supported analysis of phased zoning in the FEIS

The Shoreline City Council considered public comments on the DEIS, and potential modifications to proposed zoning to define a preferred alternative to be studied in the FEIS in their August 11 and 25, 2014 meetings. After evaluation of several options, City Council selected Alternative 4—Preferred Alternative to be studied in this FEIS. Additional Planning Commission and City Council meetings are scheduled for the FEIS, Subarea Plan, and Planned Action Ordinance review and adoption. (Refer to the full list of Planning Commission and City Council meetings later in this chapter for additional information.)

Alternative 4—Preferred Alternative was developed in response to additional changes in zoning that the community brought

forward during the DEIS comment period, as well as Planning Commission and City Council discussions that recommended studying increased zoning capacity in the FEIS (greater than under Alternative 3, the previous "Most Growth" alternative).

Discussions around increasing redevelopment capacity under Alternative 4—Preferred Alternative focused on the opportunity to maximize flexibility for redevelopment in the subarea. Alternative 4 also would provide the most capacity to meet Shoreline's overall housing growth targets over the long term and in the coming decades, and to realize a greater level of redevelopment that is consistent with local and regional plans and policies for high-capacity transit station subareas. Alternative 4 also expands employment and economic development opportunities in the subarea, with new neighborhood-supporting retail and commercial uses and services.

Discussions in the September 29, 2014 joint meeting examined potential benefits of having a more predictable pattern for growth to guide planning and implementation over the next few decades. As such, the City Council also decided to study the potential of phasing zoning over time. On October 2, 2014, the Planning Commission refined boundaries of a potential Phase 1 zoning area. For more information about potential Phase 1 zoning and a map of the boundary for Phase 1 under consideration, refer to Section 3.1 of this FEIS.

City Council meeting packets for August 11, 2014, August 25, 2014, and September 29, 2014 and additional information about the creation of Alternative 4—Preferred Alternative are available at: www.cityofshoreline.com/government/shoreline-city-council/past-meeting-documents.

1.2.5 Concurrent Projects

Other concurrent projects, such as potential redevelopment at Point Wells under evaluation by Snohomish County, have been considered in this analysis as relevant (including potential transportation impacts from traffic generated by Point Wells concurrently with traffic generated related to the 185th Street Station Subarea Plan). The DEIS for the 145th Street Station Subarea Planned Action is currently in development, and while it is a separate analysis from the 185th Street Station Subarea Planned Action, the results of the analyses for the two subareas will be considered concurrently by the City and other service providers in identification of capital improvement needs and other mitigation required to address redevelopment in both subareas.

1.3 Purpose and Background of the Station Subarea Plan and Subarea Location

1.3.1 Purpose and Background

In spring of 2013, the City of Shoreline entered into community-based visioning and planning to address future land use, transportation, and neighborhood enhancements in the community's light rail station subareas at NE 185th and NE 145th Streets along Interstate 5 (I-5). This FEIS analyzes alternatives associated with the NE 185th Street Station Subarea. The 185th Street Station Subarea Plan has been shaped by public and stakeholder engagement, resulting in a range of alternatives for transit-oriented land uses and zoning in the subarea to be

studied. Community input has also helped to shape Development Code regulations to support the Planned Action related to public space enhancements and community amenities. Input has also influenced multimodal transportation and utility system improvement recommendations.

The City's station subarea planning process is guided by Framework Policies adopted by the City Council in May 2012, as well as specific policies of the Land Use Element (LU20-LU43) adopted into the Comprehensive Plan in December 2012. Other policies and provisions of the City of Shoreline's Comprehensive Plan, as well as citizen visioning work that culminated in Vision 2029, and adopted plans such as the Transportation Master Plan also serve as a foundation for the station subarea plan and will be integrated into the plan as applicable.

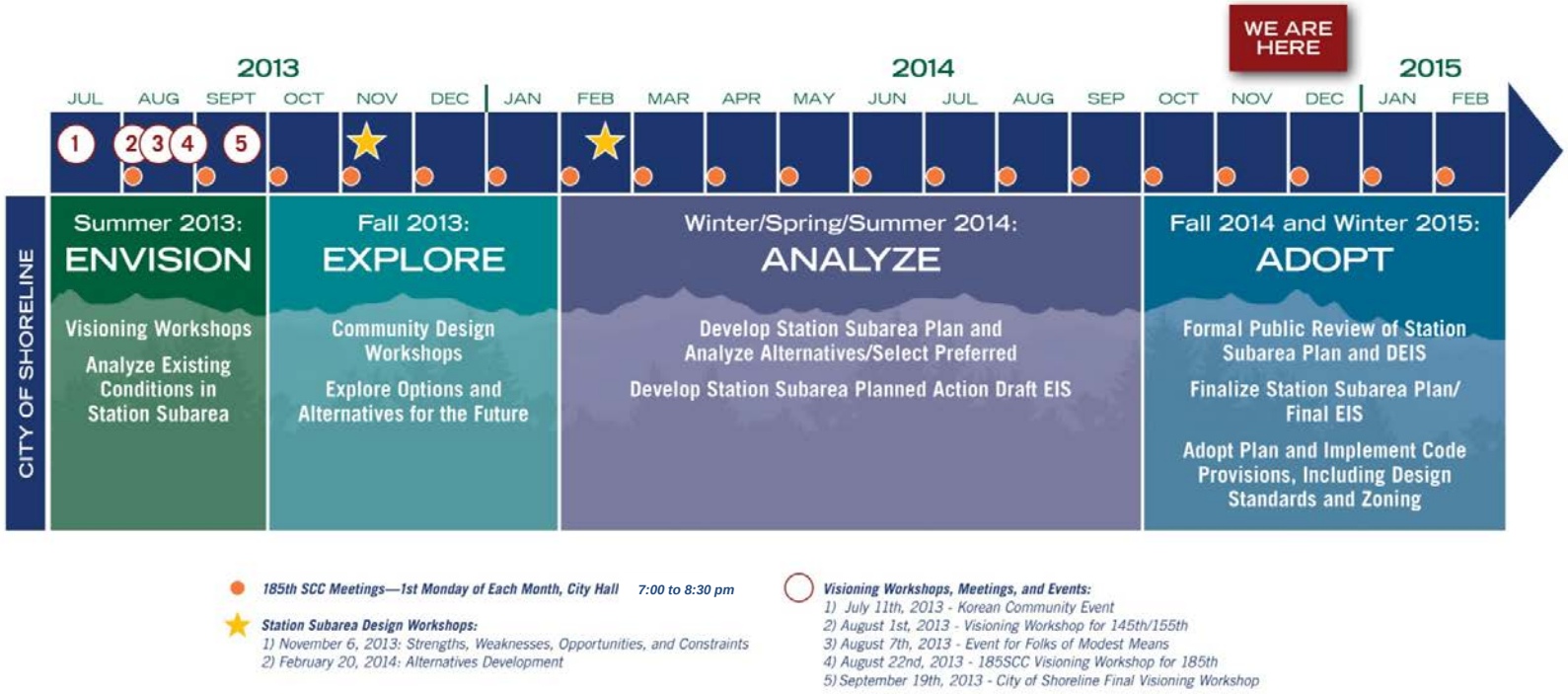

Figure 1.1 Subarea Planning Process/Timeline

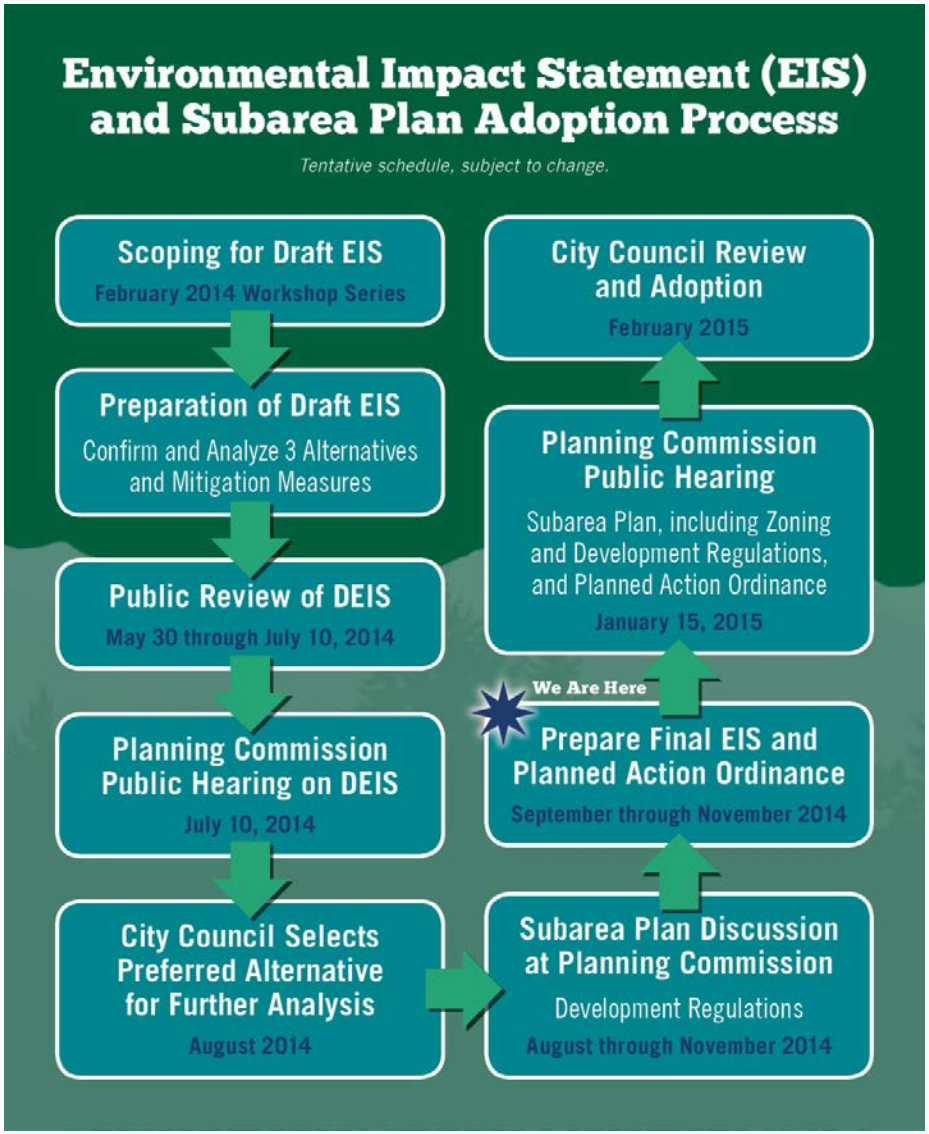

Figure 1.2 DEIS and FEIS/185th Street Station Subarea Plan Adoption Process

The City will adopt the 185th Street Station Subarea Plan and a supporting Planned Action Ordinance and amend its current Comprehensive Plan and Shoreline Development Code (Title 20) regulations and standards, as appropriate to support the adopted subarea plan and ordinance. With adoption of the Planned Action Ordinance for the Subarea Plan, future development applications that are consistent with the Planned Action would not be subject to further environmental review under the State Environmental Policy Act (SEPA), because of the extent of environmental analysis already completed. The Planned Action process is intended to emphasize quality environmental review of early planning efforts and provide the opportunity for early public input to shape decisions.

What Happens after Adoption of the Subarea Plan?

With adoption of the subarea plan and Planned Action, the City of Shoreline will set the stage for potential redevelopment. The extent and timing of redevelopment that occurs will be influenced by market forces, homeowner and property owner decisions about what do with their properties, and other factors.

This plan does not require that homeowners or property owners redevelop or sell their properties—that decision will be theirs.

With the adoption of the Planned Action Ordinance and subsequent implementation, over the next several decades, neighborhoods in the subarea would attract a vibrant mix of land uses that offer additional housing choices, businesses serving the neighborhood, jobs, and recreation opportunities, as well as other services to support new growth. In the vicinity of the new light rail station, redevelopment would create a transit-oriented mix of land uses, increasing the number of residents living in proximity to the station to maximize ridership.

Throughout the process, the public has expressed concerns about how transition and change could impact their neighborhoods and quality of life. This FEIS addresses these questions and issues by examining potential impacts through quantitative measures and recommending mitigations in the form of capital projects or development regulations, and by acknowledging uncertainties inherent in rezoning and redevelopment processes.

1.3.2 Subarea Location

Through a separate public process for the Lynnwood Link Extension, which included development of a DEIS, Sound Transit identified NE 185th Street on the east side of Interstate 5 (I-5), north of the overpass, as the preferred location for one of two light rail stations to potentially be built in Shoreline. A park-and-ride structure, also to be constructed by Sound Transit, is planned on the west side of I-5, also north of the 185th Street overpass. The City of Shoreline supports this proposed station location as Sound Transit's preferred alternative for the Lynnwood Link Extension, and identifies the location in the City's Comprehensive Plan Land Use Map.

For the purposes of developing the 185th Street Station Subarea Plan and completing environmental analysis for the DEIS and FEIS, the City of Shoreline Planning Commission determined study area boundaries through considerations of factors such as policy direction, topography, ability to walk and bike to and from the station, and other existing conditions and influencing factors. The Planning Commission recommended using two study areas with separate boundary lines for the 185th Street Station Subarea Plan: one that delineates a land use focus and the other that delineates a mobility (multimodal transportation) focus. These study area boundaries were then reviewed and adopted by City Council as an amendment to the Comprehensive Plan.

Refer to **Figure 1-3** for a depiction of the study area boundaries surrounding the 185th light rail station location. ***Together, the two study areas make up the "subarea" that is the focus of this planning process.***

The rectangular-shaped subarea includes portions of the Echo Lake, Meridian Park, and North City Neighborhoods of Shoreline and borders the north boundary of the Ridgecrest Neighborhood. N/NE 185th Street serves as a central west to east spine of the subarea from the Aurora Avenue N (State Route/SR 99) corridor at Shoreline's Town Center to the 15th Avenue NE corridor in the North City subarea. The 185th Street Station Subarea extends approximately one-half mile to the north and south of the 185th corridor.

1.3.3 Regional Planning Context

Shoreline is part of the Seattle metropolitan area. In anticipation of the region's growth, Sound Transit received voter approval to plan and extend light rail service from Seattle to Lynnwood, via the Lynnwood Link Extension north of Northgate, with two stops in Shoreline. Light rail represents a significant change to transit service in the region and Shoreline and provides additional opportunities for residents to connect to regional destinations. In addition to expanded transportation options, redevelopment in station subareas will provide opportunities for growth that is transit supportive and provides residents with a greater variety of services, housing choices, and amenities than currently exist.

Overall, the central Puget Sound region is making a voter approved $25 billion investment in regional rapid transit. Planning in light rail station areas is consistent with regional planning initiatives, including the Growing Transit Communities Partnership administered by Puget Sound Regional Council, which is designed to help make the most of the regional investment in transit by locating housing, jobs, and services close enough to transit so that more people will have a faster and more convenient way to travel. Regional benefits from locating housing and jobs in proximity to high-capacity transit include less traffic congestion, pollution, reduced greenhouse gas emissions, less energy consumption, and lower household costs devoted to transportation.

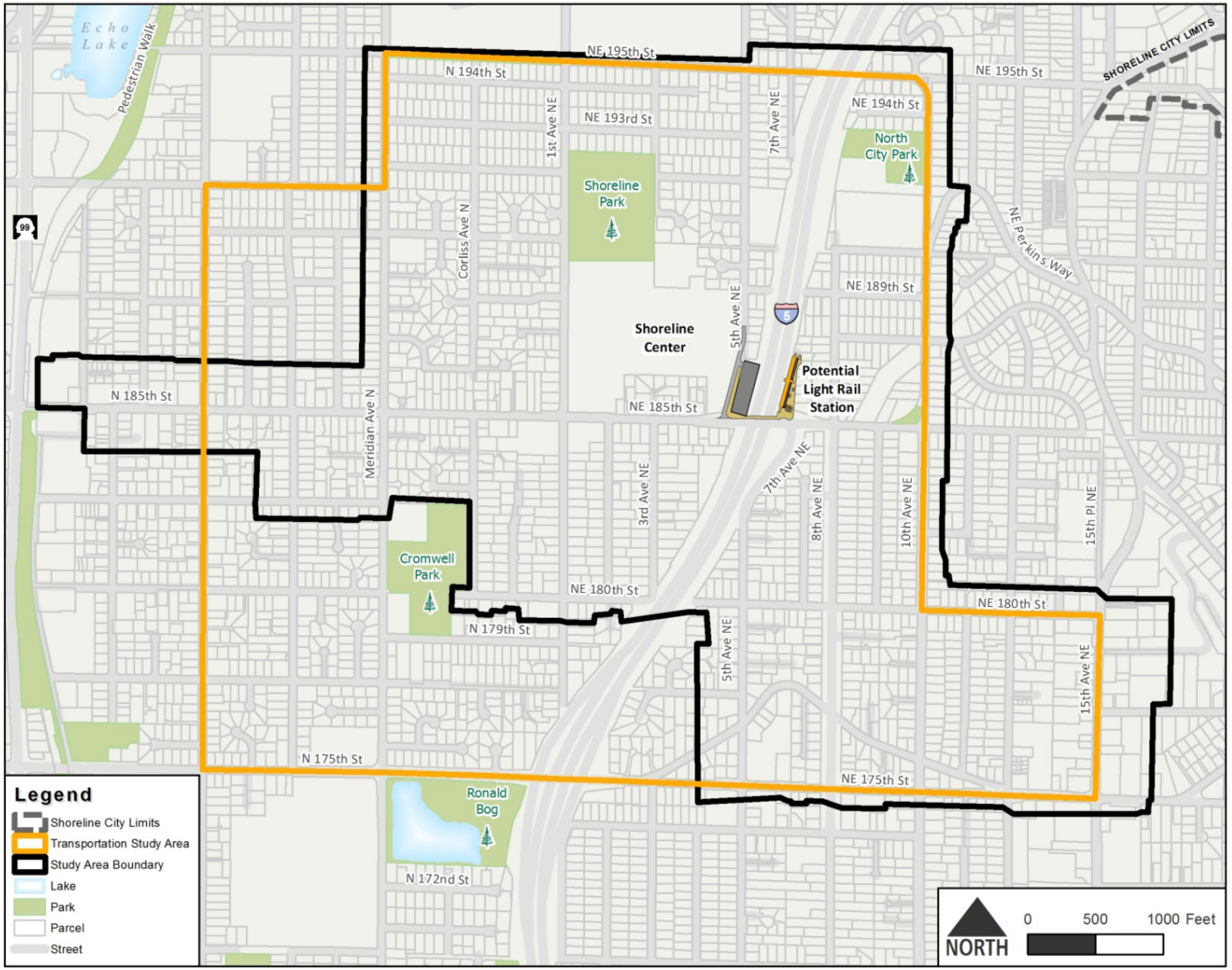

Figure 1-3 Land Use (Black) and Mobility (Gold) Study Area Boundaries

1.4 State Environmental Policy Act Process

1.4.1 Planned Action

The City of Shoreline proposes to designate the 185th Street Station Subarea Plan as a Planned Action, pursuant to SEPA and implementing rules. According to the Washington Administrative Code (WAC) 197-11-164, a Planned Action is characterized by the following:

- Designated by a Planned Action Ordinance;
- Analyzed through an environmental impact statement that addresses significant impacts;
- Prepared in conjunction with a comprehensive plan, a subarea plan, a master planned development, a phased project, or with subsequent or implementing projects of any of these categories;
- Located within an Urban Growth Area (UGA);
- Not an essential public facility unless they are accessory to or part of a project that otherwise qualifies as a Planned Action; and
- Consistent with an adopted comprehensive plan (but comprehensive plan and code provisions may be amended as part of the process of adopting subarea plans and Planned Actions).

Projects meeting these requirements qualify as Planned Action projects and do not require a subsequent SEPA threshold determination, but still require a completed environmental checklist to be submitted. Future projects within the Planned Action area must be reviewed for consistency with the adopted Planned Action Ordinance, as well as City's zoning and development regulations and development agreements where applicable. Projects within the defined Planned Action area would be required to acquire all necessary permits and satisfy all related public notice requirements, just as with other projects in the city.

This FEIS identifies a Preferred Alternative that will be the basis of the Planned Action Ordinance, along with a maximum level of growth allowed within the 185th Street Station Subarea. Consistency with this limit would be ensured through monitoring of incoming redevelopment applications and their approval consistent with the Subarea Plan, Planned Action Ordinance, and other applicable City of Shoreline regulations.

1.4.2 Prior Environmental Review

While SEPA analysis related to specific land use and zoning changes in the 185th Street Station Subarea was not conducted as part of Sound Transit's July 2013 Lynnwood Link Extension DEIS, Sound Transit analyzed conditions in the subarea and surrounding areas that would be affected by the construction of light rail station and supporting facilities. Several topics and areas of analysis in the Sound Transit DEIS also are relevant to this FEIS for the 185th Street Station Subarea. In addition, the City of Shoreline Comprehensive Plan, Town Center Subarea Plan, North City Sub-Area Plan, all developed in accordance with SEPA, contain information relevant to the 185th Street Station Subarea. Where

appropriate, relevant information found in these prior environmental and planning documents is referenced and considered in this FEIS.

1.5 Organization of this Document

This FEIS for the 185th Street Station Subarea Planned Action is organized into the following chapters:

- **Chapter 1 – Summary:** This chapter provides a brief discussion of the alternatives (Alternative 4—Preferred Alternative, Alternative 3 Previous Most Growth, Alternative 2—Some Growth, and Alternative 1—No Action). This chapter also summarizes the environmental review and the public involvement processes, as well as potential environmental impacts and recommended mitigations measures associated with each alternative.
- **Chapter 2 – Alternatives:** This chapter describes proposed objectives and provides a more detailed description of Alternative 4—Preferred Alternative, as well as Alternative 3—Previous Most Growth, Alternative 2—Some Growth, and Alternative 1—No Action related to the 185th Street Station Subarea. It also summarizes public review opportunities and relevant local and regional policy direction.
- **Chapter 3 – Affected Environment, Analysis of Potential Significant Impacts, and Mitigation Measures:** This chapter describes the existing conditions for each environmental topic area and includes an analysis of the potential significant impacts associated with each EIS alternative, for twenty-year and build-out timeframes. Recommended mitigation measures to reduce impacts to less than significant levels are also discussed.
- **Chapter 4—Responses to Draft Environmental Impact Statement Comments:** This chapter lists the comments received on the DEIS and provides formal responses from the lead agency, City of Shoreline.
- **Chapter 5 – References:** This chapter contains a list of all documents and personal communications referenced in the analyses contained in Chapter 3.
- **Chapter 6 – Distribution List:** This chapter contains a list of all government agencies and community groups who will receive notices of availability or copies of the FEIS.

1.6 Public and Stakeholder Involvement and the Planning Process

Public and stakeholder involvement has been an integral part of developing the 185th Street Station Subarea Plan. The City of Shoreline has created opportunities for public, stakeholder, and agency engagement, including review and comment throughout the planning and environmental review process, as follows:

- **Project Webpages.** The City has created project webpages for the subarea plan and environmental impact statements (draft and final), accessible via: www.shorelinewa.gov/lightrail and www.shorelinewa.gov/185FEIS.

The information on the webpages provides background information on the subarea plan and environmental impact statements, describes the schedule, and provides links to relevant documents as they are released for public review. Contact information for City staff is also provided to allow the public to submit comments or ask questions about the subarea plan and environmental impact statements. Information related to the Planned Action Ordinance and Subarea Plan also is posted on the webpages.

- **DEIS Scoping Comment Period.** Public and agency comments were solicited in a 21-day scoping period from January 16, 2014 to March 6, 2014. During this period, the general public, as well as public agencies and stakeholders, were invited to submit written comments on the scope of the EIS and offer written suggestions. The scoping notice is provided in the Appendix. Based on public and stakeholder input received, analysis of public services (including police, fire, and school services) was added to the scope of the EIS. Surface water runoff and management also was added (as part of the Utilities section).

- **Community Workshops/Public Meetings.** The City held visioning workshops in the spring and summer of 2013 to gather public comments and ideas on the vision for the station subarea. A public and stakeholder Design Workshop series was held in November 2013. Participants were engaged in planning exercises to graphically illustrate potential options for organization of land uses in the subarea. The City also hosted a second Design Workshop series on February 20, 2014, which served as an opportunity for "scoping" (determining which elements and potential zoning scenarios would be studied in the EIS), and presented SketchUp modeling of possibilities for how the subarea could redevelop, based on their ideas from the November workshops. (SketchUp models are included in Section 3.1 of this FEIS.)

- **DEIS Comment Period and Public Meeting.** The DEIS was released for public review on June 9, 2014, initiating a comment period through July 10, 2014. The general public, as well as public agencies and stakeholders were invited to submit comments on the alternatives, and identified environmental impacts and mitigation measures. A public meeting was held on June 3, 2014 to introduce components of the DEIS, including potential impacts and mitigation measures, prior to release of the full document.

- **Post DEIS Planning Commission and City Council Meetings.** Several meetings were held by Planning Commission and City Council focused on the development of a preferred alternative to be studied in the FEIS. As a result of these meetings, the City selected Alternative 4—Preferred Alternative (and potential phasing thereof) to be studied in this FEIS. The FEIS also provides responses to comments received on the analysis in the DEIS. The Planning Commission also held meetings that addressed needed Development Code regulations to support the Planned Action. Meetings included the following:

- July 10, 2014 Planning Commission public hearing on the DEIS and recommendation of preferred alternative to be studied in the FEIS
- August 7, 2014 Planning Commission meeting about potential Development Code regulations
- August 11, 2014 City Council meeting about selecting a Preferred Alternative zoning scenario
- August 25, 2014 City Council meeting about selecting a Preferred Alternative zoning scenario
- September 4, 2014 Planning Commission meeting about potential Development Code regulations
- September 18, 2014 Planning Commission meeting about potential Development Code regulations
- September 29, 2014 Joint Planning Commission and City Council meeting about the potential to phase zoning
- October 2, 2015 Planning Commission meeting about potential Development Code regulations
- October 16, 2014 Planning Commission meeting about potential Development Code regulations
- November 6, 2014 Planning Commission meeting about potential Development Code regulations
- November 20, 2014 Planning Commission meeting focused on an introduction to the FEIS

- **Ongoing Planning Commission and City Council Meetings.** The Planning Commission and City Council will continue to hold meetings on the subarea plan development and design standards associated with the Planned Action Ordinance through adoption of the plan and ordinance (scheduled for February 2015) as follows:
  - December 4, 2014 Planning Commission meeting about subarea plan and Planned Action Ordinance
  - December 18, 2014 Planning Commission meeting about any unfinished items
  - January 15, 2015 Public Hearing on full Subarea Plan package, including Development Code regulations and zoning provisions
  - February 9, 2015 City Council meeting—Study session on full 185th Street Subarea Plan package
  - February 23, 2015 City Council meeting—Potential adoption of 185th Street Subarea Plan

Planning Commission and City Council meeting materials, including packets, minutes or summaries, and other information are available on the following web pages by meeting date.

Planning Commission:
http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast

City Council:
http://www.shorelinewa.gov/government/shoreline-citycouncil/live-and-video-council-meetings

This FEIS, the Subarea Plan (which includes zoning), and the Planned Action Ordinance (which includes Development Code regulations) will all be the subject of a public hearing before the Planning Commission from 7:00 pm to 9:00 pm on Thursday, January 15, 2015 in the Council Chambers at City Hall (17500 Midvale Avenue N). See the Fact Sheet for additional information about how to submit comments.

Refer to the City's webpages: www.shorelinewa.gov/lightrail and www.shorelinewa.gov/185FEIS for a schedule of upcoming meetings and other important information related to the subarea planning and environmental analysis process.

1.7 Objectives and Alternatives

Objectives

Washington's State Environmental Policy Act requires a statement of objectives that address the purpose and need for the proposal and around which reasonable alternatives can be evaluated.

The following objectives were developed based on community input and adopted City policies to address the purpose and need for the 185th Street Station Subarea Planned Action.

- Plan for future redevelopment of the 185th Street Station Subarea in Shoreline by defining transit-oriented land use options that will increase and support the opportunity for more existing and future residents to conveniently access transit.
- Create a vibrant, transit-oriented station subarea that enhances neighborhood character and provides amenities such as signage and wayfinding elements, parks, open space and community gathering areas, public art, lighting, and streetscape features.
- Increase housing choices and options for all income levels, including affordable housing.
- Introduce opportunities for neighborhood business, shopping, and services.
- Encourage use of multimodal transportation modes by:
    - Enhancing bicycle, pedestrian safety and mobility;
    - Improving local transit connections to and from the light rail station;
    - Minimizing traffic impacts to surrounding neighborhoods through traffic calming, as well as improvements to intersections and streets; and
    - Identifying mechanisms to manage parking in the subarea.
- Protect environmentally sensitive areas.
- Foster economic development.

- Promote sustainable development by encouraging green building and green infrastructure treatments in the subarea.

- Plan for appropriate transitions between new and existing development through a phased program for change that is compatible with the community's vision for the subarea.

Brief Descriptions of Alternatives

This FEIS evaluates four alternatives that establish a range of land use patterns and development types within the 185th Street Station Subarea. These include Alternative 4—Preferred Alternative, Alternative 3—Previous Most Growth, Alternative 2—Some Growth, and Alternative 1—No Action. For more information about land use and redevelopment characteristics related to the alternatives, refer to Chapter 3, Section 3.1 of this FEIS. For more information about population and growth rate assumptions, refer to Chapter 3, Section 3.2. For each alternative, the FEIS analyses potential impacts at build-out as well as resulting from expected growth over the next twenty years (up to 2035).

Alternative 4—Preferred Alternative

Alternative 4—Preferred Alternative would transform the 185th Street Station Subarea from primarily single family housing to a new village of mixed land uses with an emphasis on different forms of multifamily housing over ground floor active uses in the areas surrounding the light rail station. This new framework for land use and supporting improvements would involve more extensive changes in zoning, higher densities, and encompassing a larger area than under the previous two action alternatives considered in the DEIS, Alternative 2—Some Growth and Alternative 3—Prevoius Most Growth.

The area of proposed zoning change is larger than previously analyzed in the vicinity surrounding the proposed light rail station, but still focuses the potential redevelopment generally along the N-NE 185th Street/10th Avenue NE/NE 180th Street connecting corridor. Alternative 4—Preferred Alternative extends more area of MUR-85' zoning to the west of Interstate 5, and north and northwest of the Shoreline Center site than Alternative 3 showed. Other zoning changes that increased density above that previously proposed under Alternative 3 are scattered throughout the subarea. Many of these were proposed by individuals that live within these blocks.

Alternative 4—Preferred Alternative would increase the population of the subarea to 56,529 at full build-out with approximately 23,554 households and 15,340 jobs. Full build-out assumes that all rezoned areas in the full Alternative 4 proposal would be built out to at least their baseline allowable zoning, including a portion of the Town Center Subarea, all of the North City Subarea, and the Shoreline Center.

For Alternative 4, it is anticipated that full build-out would take approximately 80 to 125 years (2094 to 2139) to be realized at an estimated annual rate of growth between 1.5 percent and 2.5 percent.

Land use assumptions under Alternative 4 estimate that more residential use would occur than employment and commercial use compared with Alternative 3. This is due to some of the

proposed density being spread throughout the subarea, rather than being concentrated at the Shoreline Center site, where it was presumed that there would be more commercial and employment use in redevelopment. As such, Alternative 4 would realize the most housing of any of the alternatives, but less employment/jobs than under Alternative 3.

The City is considering adopting the new zoning proposed under Alternative 4—Preferred Alternative for a "Phase 1" geographic portion of the subarea. Phase 1 zoning would help to focus development activity over the next several decades along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor.

Alternative 3—Previous Most Growth

Under Alternative 3—Previous Most Growth, the 185th Street Station Subarea would transition from current land uses to an area of mixed land uses surrounding the light rail station. This framework for land use and supporting improvements would change zoning over a larger area than under Alternative 2, but smaller than under Alternative 4. The area of proposed zoning change surrounds the proposed light rail station and focuses generally along the N-NE 185th Street/10th Avenue NE/NE 180th Street connecting corridor.

Alternative 3—Most Growth would increase the population of the subarea to 37,315 at full build-out. This growth would facilitate the opportunity for 15,548 households and approximately 27,050 jobs in the station subarea, including a portion of the Town Center District, all of the North City shopping area, and the Shoreline Center with full build-out of the proposed zoning. This would result in a net increase of 29,371 people, 12,238 households, and 25,602 jobs in the subarea. As under Alternative 2—Some Growth, growth and change under Alternative 3—Most Growth would be expected to occur gradually, over many decades. Based on regional growth trends, it is anticipated that full build-out would take approximately 60 to 100 years (2075 to 2115) or longer to be realized.

Alternative 2—Some Growth

Under Alternative 2—Some Growth, the 185th Street Station Subarea would transition from current land uses, which are predominantly single family homes, church properties, and the Shoreline Center site, to a mix of transit-oriented development land uses. The new framework for land use and supporting improvements in the station subarea would include zoning changes focused along N-NE 185th Street/10th Avenue NE/NE 180th Street connecting corridor between Shoreline's Town Center (Aurora Avenue N) and the North City District.

Alternative 2—Some Growth would increase the population to approximately 17,510 people and facilitate the opportunity for approximately 7,296 households and 9,750 jobs in the subarea, including a portion of the Town Center District and all of the North City shopping area, with full build-out of the proposed zoning. This also assumes that the Shoreline Center site is completely redeveloped to the zoned density. Growth and change would be expected to occur gradually, over many decades in the subarea.

This would result in a net increase of approximately 9,566 people, 3,986 households, and 8,302 jobs in the subarea at full build-out. Based on regional growth trends, it is anticipated that full build-

out would take approximately 30 to 50 years (2045 to 2065) or longer to be realized.

Alternative 1—No Action

Under the Alternative 1—No Action, the 185th Street Station Subarea Plan would not be adopted, and existing planning and zoning provisions would remain. With Alternative 1—No Action, the light rail station and park and ride structure would be constructed. However, current zoning and development regulations in the station subarea would not change. There would not be opportunities for transit-oriented development with more people living and working in proximity to the light rail station. As such, improvements and enhancements associated with new development would not occur and capital investment in the subarea would be limited.

Because property owners would still be allowed to maximize development potential under existing zoning, it is anticipated that some property owners may choose to add accessory dwelling units or increase the number of dwelling units on their existing parcels. The aging housing stock in the subarea, which primarily consists of ramblers constructed during the post World War II era, is another important consideration. It is anticipated that many of these homes would be demolished over time and replaced with larger homes. This means that the bulk of houses could increase and prices would generally be higher. This type of redevelopment would not yield a substantial increase in population in the station subarea, and as such is inconsistent with adopted policies in the Comprehensive Plan and other local, regional, state, and federal guiding policies.

Under Alternative 1—No Action, population in the subarea would be expected to increase to a total of 8,734 people within the next twenty years (by 2035) or sooner. Compared to the 2014 estimated population of the subarea of 7,944, redevelopment over time under Alternative 1 would add 790 people to the subarea. A total of 3,639 households and 1,736 jobs would be expected in the subarea by 2035 or sooner. Compared to the 2014 levels of 3,310 households and 1,448 jobs, this would result in an estimated net increase of 329 new households and 288 new jobs in the subarea by 2035.

1.8 Summary of Potential Impacts and Mitigation Measures

Table 1-1, starting on page 1-18 summarizes the potential environmental impacts and mitigation measures for each element of the environment evaluated in Chapter 3 of the FEIS. The summary addresses impacts and mitigation measures for all alternatives (Alternative 4—Preferred Alternative, Alternative 3—Previous Most Growth, Alternative 2—Some Growth, and Alternative 1—No Action) for the next twenty years (up to 2035) and build-out.

Generally speaking, the purpose of an EIS is to identify and recommend mitigations for potential *adverse* impacts. However, it is important to note that the primary intent of light rail station subarea planning is to facilitate positive impacts, such as reduced regional traffic congestion, reduced carbon emissions, greater housing choice, more local businesses, increased water quality, improved walkability, and other characteristics identified by the community as desirable.

Table 1.1 Summary of Impacts and Mitigation Measures (Continues through Page 1-44)

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
SUMMARY OF IMPACTS				
3.1 Land Use Patterns, Plans, and Policies	Would result in the greatest extent of change, covering the most geographic area Current land use patterns would be altered from predominantly single family to mixed use, multifamily, and attached single family, along with some neighborhood supporting retail and employment uses (less than under Alternative 3, more than under Alternative 2) Some preserved areas of single family in the subarea, but less than under Alternative 3 and 2 Intensity of land use including density, building height, and mass of urban form would be greater under this alternative than under Alternatives 3 and 2. Potential impacts to land use compatibility between new and existing land uses would require the most mitigation	Less overall change proposed than under Alternative 4, more than Alternative 2 Current land use patterns would be altered from predominantly detached single family to mixed use, multifamily and attached single family, along with some neighborhood-supporting retail and employment uses, more than Alternative 4 or 2 Some preserved areas of single family in the subarea, more than under Alternative 4 but less than Alternative 2 Intensity of land use would be greater than Alternative 2, but less than Alternative 4 overall; potential impacts to land use compatibility between new and existing land uses would require mitigation	Less overall change proposed than under Alternatives 4 and 3 Current land use patterns would be altered from predominantly detached single family to mixed use, multifamily and attached single family, along with some neighborhood-supporting retail and employment uses More preserved areas of single family in the subarea than under Alternatives 4 and 3 Intensity of land use would be less than Alternatives 4 and 3; potential impacts to land use compatibility between new and existing land uses in the subarea would require mitigation, but less than under Alternatives 4 and 3	Land use patterns would remain consistent with current conditions and the level of change in urban form would be minimal; however, anticipated enhancements to neighborhood character as a result of private and public investment in the subarea would not be realized Land use compatibility would not be a concern although there would be ongoing infill redevelopment of single family homes, added accessory dwelling units, and conversion to attached single family as property owners build to the allowed density of R-6 Alternative 1 is not consistent with adopted federal, state, regional, and City goals, policies, objectives, and initiatives for land use that supports high-capacity transit (see Chapter 2 of the FEIS for more information)

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES				
3.1 Land Use Patterns, Plans, and Policies	• Incremental change over many decades, which allows time to implement mitigations mentioned below and monitor actual impacts • Proactive planning and capital investment to support implementation of adopted subarea plan, including coordination with partner organizations and utility providers • Updates to Shoreline Development Code regulations and standards to encourage best design practices and features that enhance the neighborhood and provide suitable transitions between uses • Implementation of phased zoning that targets incentives to a smaller area could provide more focus and predictability for the initial decades of change	• Incremental change over many decades • Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time • Updates to Shoreline Development Code regulations and standards to encourage best design practices and features that enhance the neighborhood and provide suitable transitions between uses	• Incremental change over many decades • Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time • Updates to Shoreline Development Code regulations and standards to encourage best design practices and features that enhance the neighborhood and provide suitable transitions between uses	• Alternative 1—No Action is not considered a viable alternative because it does not meet the basic purpose and need for the Planned Action and is not consistent with adopted plans and policies at the local, regional, state, and federal levels

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
SUMMARY OF IMPACTS				
3.2 Population, Housing, and Employment	The population growth projected at a 1.5 percent to 2.5 percent annual growth rate would be the same under all action alternatives for the first twenty years At full build-out would provide the most capacity for affordable housing and housing choices over the long term of all the alternatives Would provide fewer employment opportunities than under Alternative 3, but still provides significant capacity for employment growth to help meet City's targets and balance the jobs-to-housing ratio	The population growth projected at a 1.5 percent to 2.5 percent annual growth rate would be the same under all action alternatives for the first twenty years At full build-out would provide less capacity for affordable housing and housing choices than under Alternative 4 but more than under Alternative 2 Provides most capacity for employment opportunities than other action alternatives and would help meet City's employment growth targets and balance the jobs-to-housing ratio (refer to Section 3.2 for more detail about the assumed level of employment for Alternative 3, which was greater than Alternative 4 due to potential bonus height and density at the Shoreline Center site rather than spread throughout all MUR-85' zoning)	The population growth projected at a 1.5 percent to 2.5 percent annual growth rate would be the same under all action alternatives for the first twenty years At full build-out would provide the least capacity for affordable housing and housing choices over the long term of any of the action alternatives Would provide fewer employment opportunities than under Alternatives 4 and 3, but still would offer some capacity for employment growth over time	Would not contribute significantly to the City meeting assigned growth targets or regional projections for housing and employment

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES				
3.2 Population, Housing, and Employment	• Incremental growth over many decades, which allows time to implement mitigations mentioned below and monitor actual impacts • Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan • Updates to Shoreline Development Code regulations and standards to guide design, encourage a greater level of housing affordability and more housing choices, and provide for additional uses • Potential implementation of phased zoning to provide more focus and predictability for initial decades of growth	• Incremental growth over many decades • Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time • Updates to Shoreline Development Code regulations and standards to encourage a greater level of housing affordability and more housing choices	• Incremental growth over many decades • Proactive planning and capital investment to support implementation of the adopted Station Subarea Plan over time • Updates to Shoreline Development Code regulations and standards to encourage a greater level of housing affordability and more housing choices	• Alternative 1—No Action is not considered a viable alternative because it does not meet the basic purpose and need for the Planned Action and is not consistent with adopted plans and policies at the local, regional, state, and federal levels

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
SUMMARY OF IMPACTS				
3.3 Multimodal Transportation Note: NB: Northbound SB: Southbound EB: Eastbound WB: Westbound	By 2035: 1,140 to 2,190 new households and 502 to 928 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station The most heavily traveled routes for traffic would be N-NE 185th Street, Meridian Avenue N, and NE 175th Street from Meridian to Interstate 5; volumes on N-NE 185th Street may reach 20,000 vehicles per day (compared to current daily volumes of 9,700) At Build-Out: 23,554 new households and 15,340 new employees would generate additional trips (to the total of 20,111 peak PM trips)	By 2035: 1,140 to 2,190 new households and 502 to 928 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station The most heavily traveled routes for traffic would be N-NE 185th Street, Meridian Avenue N, and NE 175th Street from Meridian to Interstate 5; volumes on N-NE 185th Street would increase to a similar level as under Alternative 4 At Build-Out: 15,548 new households and 27,050 new employees would generate additional trips (to the total of 20,370 peak PM trips)	By 2035: 1,140 to 2,190 new households and 502 to 928 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station The most heavily traveled routes for traffic would be N-NE 185th Street, Meridian Avenue N, and NE 175th Street from Meridian to Interstate 5; volumes on N-NE 185th Street would increase, but not as much as under Alternative 4 or 3 At Build-Out: 7,296 new households and 9,750 new employees would generate additional trips (to the total of 12,310 peak PM trips)	By 2035: 328 new households and 288 new employees would generate additional trips in the subarea, as would access to and from the planned park-and-ride structure for the light rail station; 5,350 peak PM trips anticipated The most heavily traveled routes for traffic would be N-NE 185th Street, Meridian Avenue N, and NE 175th Street from Meridian to Interstate 5

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES				
3.3 Multimodal Transportation	By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects • N-NE 185th Street: two-way left-turn lane • Meridian Ave N: two-way left-turn lane • N 185th St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket • Expanded turn pocket lengths for Meridian Ave N and 175th St intersection • Intersection improvements at 15th Avenue NE and NE 175th St Intersection By 2035: Transportation demand management strategies and actions to minimize traffic congestion along N-NE 185th Street, Meridian Avenue N, and other key corridors	By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects • N-NE 185th Street: two-way left-turn lane • Meridian Ave N: two-way left-turn lane • N 185th St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket • Expanded turn pocket lengths for Meridian Ave N and 175th St intersection • Intersection improvements at 15th Avenue NE and NE 175th St Intersection By 2035: Transportation demand management strategies and actions to minimize traffic congestion along N-NE 185th Street, Meridian Avenue N, and other key corridors	By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects. • N-NE 185th Street: two-way left-turn lane • Meridian Ave N: two-way left-turn lane • N 185th St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket • Expanded turn pocket lengths for Meridian Ave N and 175th St intersection • Intersection improvements at 15th Avenue NE and NE 175th St Intersection By 2035: Transportation demand management strategies and actions to minimize traffic congestion along N-NE 185th Street, Meridian Avenue N, and other key corridors	By 2035 or earlier: Implement Transportation Master Plan (TMP) planned improvements and Lynnwood Link DEIS outlined projects • N-NE 185th Street: two-way left-turn lane • Meridian Ave N: two-way left-turn lane • N 185th St/Meridian Ave N: 500 foot NB and SB add/drop lanes w/ second through lane and receiving lane; 50 foot EB right-turn pocket • Expanded turn pocket lengths for Meridian Ave N and 175th St intersection • Intersection improvements at 15th Avenue NE and NE 175th St Intersection By 2035: Timing adjustments and phase changes for NB and SB movements at N 175th Street and Meridian Ave N; NE 175th Street and I-5 ramps (WSDOT jurisdiction) would require additional mitigation

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	2035, Continued: • Ongoing expansion of the bicycle and pedestrian network along with transit service priority measures • Develop specific N-NE 185th corridor plan to prepare for redevelopment, including determining need for potential acquisition of additional right-of-way • Continue to monitor traffic volumes on N-NE 185th Street on a bi-annual basis to identify changes in congestion patterns • Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185th Street • Expand signal coordination and other intelligent transportation systems (ITS) strategies • Consistent with the TMP, reconfigure the N 185th Street/Meridian Avenue N intersection	2035, Continued: • Ongoing expansion of the bicycle and pedestrian network along with transit service priority measures • Develop specific N-NE 185th corridor plan to prepare for redevelopment and potential right-of-way acquisition • Continue to monitor traffic volumes on N-NE 185th Street on a bi-annual basis to identify changes in congestion patterns • Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185th Street • Expand signal coordination and other intelligent transportation systems (ITS) strategies • Consistent with the TMP, reconfigure the N 185th Street/Meridian Avenue N intersection	2035, Continued: • Ongoing expansion of the bicycle and pedestrian network along with transit service priority measures • Develop specific N-NE 185th corridor plan to prepare for redevelopment and potential right-of-way acquisition • Continue to monitor traffic volumes on N-NE 185th Street on a bi-annual basis to identify changes in congestion patterns • Employ access management strategies for new development to reduce the number of curb cuts and access points along N-NE 185th Street • Expand signal coordination and other intelligent transportation systems (ITS) strategies • Consistent with the TMP, reconfigure the N 185th Street/Meridian Avenue N intersection	

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	2035, Continued: • Provide protected/permitted phasing for NB and SB left-turn movements at N 185th Street and Meridian Avenue N • Signalization of the intersections along N-NE 185th Street at 5th Avenue NE and 7th Avenue NE may be necessary depending on actual station and parking garage access volumes with implementation of light rail service in 2023 • As traffic volumes approach the capacity of N-NE 185th Street, evaluate adding lane capacity from Aurora Avenue N to 7th Avenue NE • Consistent with the TMP, reconfigure the N 175th Street/Meridian Avenue N intersection • NE 175th Street and I-5 ramps are within WSDOT jurisdiction and may require additional mitigation	2035, Continued: • Provide protected/permitted phasing for NB and SB left-turn movements at N 185th Street and Meridian Avenue N • Signalization of the intersections along N-NE 185th Street at 5th Avenue NE and 7th Avenue NE may be necessary depending on actual station and parking garage access volumes with implementation of light rail service in 2023 • As traffic volumes approach the capacity of N-NE 185th Street, evaluate adding lane capacity from Aurora Avenue N to 7th Avenue NE • Consistent with the TMP, reconfigure the N 175th Street/Meridian Avenue N intersection • NE 175th Street and I-5 ramps are within WSDOT jurisdiction and may require additional mitigation	2035, Continued: • Provide protected/permitted phasing for NB and SB left-turn movements at N 185th Street and Meridian Avenue N • Signalization of the intersections along N-NE 185th Street at 5th Avenue NE and 7th Avenue NE may be necessary depending on actual station and parking garage access volumes with implementation of light rail service in 2023 • As traffic volumes approach the capacity of N-NE 185th Street, evaluate adding lane capacity from Aurora Avenue N to 7th Avenue NE • Consistent with the TMP, reconfigure the N 175th Street/Meridian Avenue N intersection • NE 175th Street and I-5 ramps are within WSDOT jurisdiction and may require additional mitigation	

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	2035, Continued: • Consistent with the TMP, add bicycle lanes along 1st Avenue NE from the 195th Street trail to NE 185th Street • Consistent with the TMP, reconstruct 5th/7th Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175th Street NE to NE 185th Street and 5th Avenue NE from NE 185th Street to NE 195th Street • Continue to monitor traffic volumes on Meridian Avenue N on a bi-annual basis to identify changes in congestion patterns • Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes • Consistent w/ TMP, install sidewalks on both sides of 10th Avenue NE from NE 175th St to NE 195th St	2035, Continued: • Consistent with the TMP, add bicycle lanes along 1st Avenue NE from the 195th Street trail to NE 185th Street • Consistent with the TMP, reconstruct 5th/7th Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175th Street NE to NE 185th Street and 5th Avenue NE from NE 185th Street to NE 195th Street • Continue to monitor traffic volumes on Meridian Avenue N on a bi-annual basis to identify changes in congestion patterns • Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes • Consistent w/ TMP, install sidewalks on both sides of 10th Avenue NE from NE 175th St to NE 195th St	2035, Continued: • Consistent with the TMP, add bicycle lanes along 1st Avenue NE from the 195th Street trail to NE 185th Street • Consistent with the TMP, reconstruct 5th/7th Avenue NE with full sidewalk coverage and bicycle lane provision from NE 175th Street NE to NE 185th Street and 5th Avenue NE from NE 185th Street to NE 195th Street • Continue to monitor traffic volumes on Meridian Avenue N on a bi-annual basis to identify changes in congestion patterns • Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes • Consistent w/ TMP, install sidewalks on both sides of 10th Avenue NE from NE 175th St to NE 195th St	

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	2035, Continued: • Consistent with the TMP, install sidewalks on both sides of NE 180th Street from 15th to 10th Ave NE • Perkins Way: although future traffic volumes are forecast to be within the capacity of the roadway, evaluate bicycle facilities to improve connections from northeast of the station • Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate spaces are provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood • Work with Sound Transit on the N-NE 185th Street bridge improvements with a focus on multimodal access and safety	2035, Continued: • Consistent with the TMP, install sidewalks on both sides of NE 180th Street from 15th to 10th Ave NE • Perkins Way: although future traffic volumes are forecast to be within the capacity of the roadway, evaluate bicycle facilities to improve connections from northeast of the station • Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate spaces is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood • Work with Sound Transit on the N-NE 185th Street bridge improvements with a focus on multimodal access and safety	2035, Continued: • Consistent with the TMP, install sidewalks on both sides of NE 180th Street from 15th to 10th Ave NE • Perkins Way: although future traffic volumes are forecast to be within the capacity of the roadway, evaluate bicycle facilities to improve connections from northeast of the station • Work with Sound Transit on the design of the light rail station and park-and-ride structure to integrate these facilities into the neighborhood and ensure that adequate spaces is provided for all uses (bus transfers/layovers, kiss and ride, shuttle spaces, bike parking ,etc.) to avoid spill over into the neighborhood • Work with Sound Transit on the N-NE 185th Street bridge improvements with a focus on multimodal access and safety	

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	2035, Continued: Parking management strategies: • Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers • Consider time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use • Provide parking location signage directing drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking • Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply	2035, Continued: Parking management strategies: • Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers • Consider time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use • Provide parking location signage directing drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking • Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply	2035, Continued: Parking management strategies: • Consider implementation of a residential parking zone (RPZ) to help discourage long-term parking within residential areas by light rail station or retail customers • Consider time limits and restrictions on specific streets to help limit spillover into residential areas and improve parking turnover near commercial use • Provide parking location signage directing drivers to available off-street parking locations to improve vehicle circulation and efficient utilization of parking • Consider changes in parking rates (variable parking pricing) based on time period and demand to manage available supply	

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	2035, Continued: Parking management strategies: • If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply Traffic calming: • Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program Transit service improvements: • As part of the transit service integration plan currently under development, provide specific focus on the N-NE 185th Street corridor to ensure transit vehicles can operate efficiently through the study area.	2035, Continued: Parking management strategies: • If existing parking facilities are being used efficiently, City or property owners may consider adding off-street parking to ease the pressure off of on-street supply Traffic calming: • Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program Transit service improvements: • As part of the transit service integration plan currently under development, provide specific focus on the N-NE 185th Street corridor to ensure transit vehicles can operate efficiently through the study area.	2035, Continued: Parking management strategies: • If existing parking facilities are being used efficiently, City or property owners may consider adding more off-street parking to ease the pressure on the on-street supply Traffic calming: • Monitor the need for traffic calming on non-arterial streets to discourage cut-through traffic working through the Neighborhood Traffic Safety Program Transit service improvements: • As part of the transit service integration plan currently under development, provide specific focus on the N-NE 185th Street corridor to ensure transit vehicles can operate efficiently through the study area.	

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	2035, Continued: Transit service improvements: • Strategies the City may employ include construction of signal priority systems, queue jumps, and bus bulbs. • Target potential chokepoints along N-NE 185th Street for these improvements, such as Meridian Avenue N and/or 5th Avenue NE. • Evaluate the potential signalization of NE 185th Street and 7th Avenue NE to allow for efficient access of busses into and out of the light rail station. Pedestrian & Bicycle Facilities (In addition to above): • Evaluate potential improvements on N-NE 185th from the Interurban Trail to the station including cycle tracks • Coordinate with Sound Transit on bike facilities at the station	2035, Continued: Transit service improvements: • Strategies the city may employ include construction of signal priority systems, queue jumps, and bus bulbs. • Target potential chokepoints along N-NE 185th Street for these improvements, such as Meridian Avenue N and/or 5th Avenue NE. • Evaluate the potential signalization of NE 185th Street and 7th Avenue NE to allow for efficient access of busses into and out of the light rail station. Pedestrian & Bicycle Facilities (In addition to above): • Evaluate potential improvements on N-NE 185th from the Interurban Trail to the station including cycle tracks • Coordinate with Sound Transit on bike facilities at the station	2035, Continued: Transit service improvements: • Strategies the city may employ include construction of signal priority systems, queue jumps, and bus bulbs. • Target potential chokepoints along N-NE 185th Street for these improvements, such as Meridian Avenue N and/or 5th Avenue NE. • Evaluate the potential signalization of NE 185th Street and 7th Avenue NE to allow for efficient access of busses into and out of the light rail station. Pedestrian & Bicycle Facilities (In addition to above): • Evaluate potential improvements on N-NE 185th from the Interurban Trail to the station including cycle tracks • Coordinate with Sound Transit on bike facilities at the station	

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	2035, Pedestrian and Bicycle Facilities, Continued: • Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects • Work with Sound Transit to identify potential locations for a shared use path (pedestrian/bicycle) along the right-of-way secured for the light rail alignment on the east side of I-5; this trail could provide a dedicated north-south connection from the NE 195th Street pedestrian and bicycle bridge to the station • See Perkins Way recommendation above • Install bike lanes on 10th Avenue NE • Consider opportunity to implement bike sharing program and additional bike storage near station	2035, Pedestrian and Bicycle Facilities, Continued: • Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects • Work with Sound Transit to identify potential locations for a shared use path (pedestrian/bicycle) along the right-of-way secured for the light rail alignment on the east side of I-5; this trail could provide a dedicated north-south connection from the NE 195th Street pedestrian and bicycle bridge to the station • See Perkins Way recommendation above • Install bike lanes on 10th Avenue NE • Consider opportunity to implement bike sharing program and additional bike storage near station	2035, Pedestrian and Bicycle Facilities, Continued: • Require bike parking and pedestrian and bicycle facilities as part of redevelopment projects • Work with Sound Transit to identify potential locations for a shared use path (pedestrian/bicycle) along the right-of-way secured for the light rail alignment on the east side of I-5; this trail could provide a dedicated north-south connection from the NE 195th Street pedestrian and bicycle bridge to the station • See Perkins Way recommendation above • Install bike lanes on 10th Avenue NE • Consider opportunity to implement bike sharing program and additional bike storage near station	

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	To Serve Build-Out Growth: • Additional through-lanes along N/NE 185th Street from 10th Avenue NE to Aurora Avenue N • Additional right-turn pockets for the eastbound and westbound approaches along N 185th Street at the intersection with Meridian Avenue N • Additional through-lanes in the northbound and southbound direction along Meridian Avenue N between N 175th Street and N 205th Street with a right-turn pocket on the northbound approach to N 185th Street • Dual left-turn pockets for the southbound approach at 1st Avenue NE and NE 185th Street • Right-turn pocket for the westbound approach at 5th Avenue NE and NE 185th Street	To Serve Build-Out Growth: • Additional through-lanes along N/NE 185th Street from 10th Avenue NE to Aurora Avenue N • Additional right-turn pockets for the eastbound and westbound approaches along N 185th Street at the intersection with Meridian Avenue N • Additional through-lanes in the northbound and southbound direction along Meridian Avenue N between N 175th Street and N 205th Street with a right-turn pocket on the northbound approach to N 185th Street • Dual left-turn pockets for the southbound approach at 1st Avenue NE and NE 185th Street • Right-turn pocket for the westbound approach at 5th Avenue NE and NE 185th Street	To Serve Build-Out Growth: • Additional through lanes in the EB and WB direction along NE 185th street from Aurora • Additional through-lanes in the northbound and southbound direction along Meridian Avenue N between N 175th Street and N 205th Street if transportation demand strategies are unsuccessful • Right-turn lane for westbound approach at N 175th Street and Meridian Avenue N • Right-turn lane for the northbound approach at N 175th Street and Meridian Avenue N • Signalization of the following intersections: o NE 185th Street and 5th Avenue NE o NE 185th Street and 7th Avenue NE	

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	To Serve Build-Out, Cont'd: • Two-way left-turn lane along 5th Avenue NE between NE 175th Street and NE 185th Street • Dual left-turn pocket for eastbound approach at 15th Avenue NE and NE 175th Street • Northbound right-turn lane at N 175th Street and Meridian Avenue N • Signalization of the following intersections: o NE 185th Street and 5th Avenue NE o NE 185th Street and 7th Avenue NE o NE 185th Street and 10th Avenue NE • Signalization or roundabout conversion of the following intersection: o NE 180th Street and 10th Avenue NE	To Serve Build-Out, Cont'd: • Two-way left-turn lane along 5th Avenue NE between NE 175th Street and NE 185th Street • Dual left-turn pocket for eastbound approach at 15th Avenue NE and NE 175th Street • Northbound right-turn lane at N 175th Street and Meridian Avenue N • Signalization of the following intersections: o NE 185th Street and 5th Avenue NE o NE 185th Street and 7th Avenue NE o NE 185th Street and 10th Avenue NE • Signalization or roundabout conversion of the following intersection: o NE 180th Street and 10th Avenue NE	To Serve Build-Out, Cont'd: • Signalization or roundabout conversion of the following intersections: • NE 185th Street and 10th Avenue NE • NE 180th Street and 10th Avenue NE • Widening of the intersection of 5th Avenue NE and NE 175th Street to facilitate bus turns from EB NE 175th St to NB 5th Avenue NE. Only smaller buses can make the turn today. • NE 175th Street and the I-5 Ramps are within WSDOT jurisdiction and would require additional mitigation Other Mitigation Measures: • Continue to support transit service mitigation measures as needed • Implement programs such as bike sharing and car sharing, working with service providers	

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.3 Multimodal Transportation	To Serve Build-Out, Cont'd: • Widening of the 5th Avenue NE and NE 175th Street intersection to facilitate bus turns from EB NE 175th St to NB 5th Avenue NE. Only smaller buses can make the turn today • NE 175th Street and the I-5 Ramps are within WSDOT jurisdiction and would require additional mitigation Other Mitigation Measures: • Continue to implement traffic calming measures along non-arterial streets to prevent cut-through traffic , working through the Neighborhood Traffic Safety Program • Continue to support transit service mitigation measures as needed • Implement programs such as bike sharing and car sharing programs working with service providers • Continue to require and implement pedestrian and	To Serve Build-Out, Cont'd: • Widening of the 5th Avenue NE and NE 175th Street intersection to facilitate bus turns from EB NE 175th St to NB 5th Avenue NE. Only smaller buses can make the turn today • NE 175th Street and the I-5 Ramps are within WSDOT jurisdiction and would require additional mitigation Other Mitigation Measures: • Continue to implement traffic calming measures along non-arterial streets to prevent cut-through traffic , working through the Neighborhood Traffic Safety Program • Continue to support transit service mitigation measures as needed • Implement programs such as bike sharing and car sharing, working with service providers • Continue to require and implement pedestrian and	Other Mitigation Measures, to Serve Build-Out, Cont'd: • Continue to implement traffic calming measures along non-arterial streets to prevent cut-through traffic , working through the Neighborhood Traffic Safety Program • Continue to support transit service mitigation measures as needed • Implement programs such as bike sharing and car sharing , working with service providers • Continue to require and implement pedestrian and bicycle facilities and improvements	

	bicycle facilities and improvements	bicycle facilities and improvements		

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
SUMMARY OF IMPACTS				
3.4 Public Services **SCHOOLS** Note: student population numbers shown are total, from existing and new households, and based on current ratio of students at each level	By 2035: 723-893 elementary students 223-276 middle school students 522-646 high school students At Build-Out: 7,891 elementary students 2,439 middle school students 5,703 high school students	By 2035: 723-893 elementary students 223-276 middle school students 522-646 high school students At Build-Out: 2,526 elementary students 780 middle school students 1,825 high school students	By 2035: 723-893 elementary students 223-276 middle school students 522-646 high school students At Build-Out: 1,185 elementary students 366 middle school students 857 high school students	By 2035: 591 elementary students 183 middle school students 427 high school students
PARKS, RECREATION, AND OPEN SPACE Note: Neighborhood parks can range in size from less than one acre to five acres or more and are meant to serve populations located within one-half mile.	By 2035: Population increase of 2,916 to 5,399 people would generate demand for one new neighborhood park At Build-Out: Would generate demand for nine to ten new neighborhood parks and possibly other facilities to be monitored and evaluated over time	By 2035: Population increase of 2,916 to 5,399 people would generate demand for one new neighborhood park At Build-Out: Would generate demand for six new neighborhood parks and possibly other facilities to be monitored and evaluated over time	By 2035: Population increase of 2,916 to 5,399 people would generate demand for one new neighborhood park At Build-Out: Would generate demand for two new neighborhood parks	By 2035: Current level of parks, recreation, and open space would serve 20-year growth

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
SUMMARY OF IMPACTS, CONTINUED				
3.4 Public Services	By 2035: 2.5 to 4.6 new commissioned officers, as well as more equipment, vehicles and facilities/space	By 2035: 2.5 to 4.6 new commissioned officers, as well as more equipment, vehicles and facilities/space	By 2035: 2.5 to 4.6 new commissioned officers, as well as more equipment, vehicles and facilities/space	By 2035: One new commissioned officer, as well as more equipment, vehicles and facilities/space
POLICE	At Build-Out Up to 41 new commissioned officers, as well as more equipment, vehicles and facilities/space	At Build-Out: Up to 25 new commissioned officers, as well as more equipment, vehicles and facilities/space	At Build-Out: Up to 8 new commissioned officers, as well as more equipment, vehicles and facilities/space	
FIRE AND EMERGENCY SERVICES	By 2035: 292 to 675 additional annual calls (staff, equipment, and facilities to support increase) At Build-Out: Increase to an additional 4,859 to 6,089 annual calls	By 2035: 292 to 675 additional annual calls (staff, equipment, and facilities to support increase) At Build-Out: Increase to an additional 2,937 to 3,671 annual calls	By 2035: 292 to 675 additional annual calls (staff, equipment, and facilities to support increase) At Build-Out: Increase to an additional 957 to 1,196 annual calls	By 2035: 79 to 99 additional annual calls (staff, equipment, and facilities to support increase)
SOLID WASTE *Residents and employees **Based on current per customer and per capita waste generation levels; likely to be lower in coming decades	By 2035: 3,418 to 6,327 more people;* 32,813 to 60,739 additional pounds of waste management per week At Build-Out: 62,477 more people;* 599,779 additional pounds of waste management per week**	By 2035: 3,418 to 6,327 more people;* 32,813 to 60,739 additional pounds of waste management per week At Build-Out: 55,973 more people;* 537,341 additional pounds of waste management per week**	By 2035: 3,418 to 6,327 more people;* 32,813 to 60,739 additional pounds of waste management per week At Build-Out: 17,868 more people;* 171,533 additional pounds of waste management per week**	By 2035: 616 more people;* 5,914 additional pounds of waste management per week

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
SUMMARY OF IMPACTS, CONTINUED				
3.4 Public Services				
CITY/MUNICIPAL SERVICES	By 2035: 2,916 to 5,399 more people would require 7.35 to 13.61 FTE City employees At Build-Out: 48,585 more people would require 122 FTE City employees	By 2035: 2,916 to 5,399 more people would require 7.35 to 13.61 FTE City employees At Build-Out: 29,371 more people would require 74 FTE City employees	By 2035: 2,916 to 5,399 more people would require 7.35 to 13.61 FTE City employees At Build-Out: 9,566 more people would require 24 FTE City employees	By 2035: 790 more people would require 1.99 FTE City employees
MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES	By 2035: 5.3 percent to 9.9 percent increase in demand for services At Build-Out: 88.7 percent increase in demand for services; a new library or satellite library may be needed	By 2035: 5.3 percent to 9.9 percent increase in demand for services At Build-Out: 53.6 percent increase in demand for services; a new satellite library may be needed	By 2035: 5.3 percent to 9.9 percent increase in demand for services At Build-Out: 17.5 percent increase in demand for services; a new satellite library may be needed	By 2035: 1.4 percent increase in demand for services

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES				
3.4 Public Services **SCHOOLS** **PARKS, RECREATION, AND OPEN SPACE** **POLICE** **FIRE AND EMERGENCY SERVICES** **SOLID WASTE** **CITY/MUNICIPAL SERVICES** **MUSEUM, LIBRARY, POSTAL, AND HUMAN SERVICES**	Provide outreach to and coordination with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities Consider the need for potential increases in fees for services to address growth In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.)	Provide outreach to and coordination with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities Consider the need for potential increases in fees for services to address growth In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.)	Provide outreach to and coordination with service providers (City and non-City) to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades Increases in households and businesses would result in increased tax and fee revenue to help offset cost of providing additional services and facilities Consider the need for potential increases in fees for services to address growth In some cases, behavioral changes may help to offset some demand for services (e.g., less waste generated, more recycling, etc.)	Modest increases in households and businesses would result in increased revenue to help offset cost of providing additional services and facilities, but demand would be lower than under action alternatives

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
SUMMARY OF IMPACTS				
3.5 Utilities	At Build-Out:	At Build-Out:	At Build-Out:	At Build-Out:
WATER	5,120,637 total gallons per day Compared to 669,180 current usage	4,136,504 total gallons per day compared to 669,180 current usage	1,942,446 total gallons per day compared to 669,180 current usage	746,595 gallons per day compared to 669,180 current usage
WASTEWATER	661% increase in demand for service compared to current service level	508% increase in demand for service compared to current service level	92% increase in demand for service compared to current service level	11% increase in demand for service compared to current service level
SURFACE WATER	37% increase in surface water/303.10 cfs (to be attenuated through flow management and water quality treatment)	21% increase in surface water/271.60 cfs (to be attenuated through flow management and water quality treatment)	12% increase in surface water/250.58 cfs (to be attenuated through flow management and water quality treatment)	Minimal increase in surface water/224.70 cfs (to be attenuated through flow management and water quality treatment)
ELECTRICITY	699% increase in demand for electricity; undergrounding	611% increase in demand for electricity; undergrounding	234% increase in demand for electricity; undergrounding	135% increase in demand for electricity
NATURAL GAS	Major increase in demand	Major increase in demand	Moderate increase in demand	Minor increase in demand
COMMUNICATIONS (Phone, Internet, Cable)	Major increase in demand	Major increase in demand	Moderate increase in demand	Minor increase in demand
	Note: Only impacts at build-out were characterized in the analysis; then mitigation/capital projects were estimated as a percent growth of build-out to identify those needed in the next twenty years to support growth.			

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES				
3.5 Utilities **WATER** See Chapter 3.5 for a more detailed description of water system improvement needs.	By 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning • Evaluate/verify long-term storage and facilities needs • Upgrade 8,610 linear feet (LF) of 12" water mains, valves, and hydrants in the North City Water District • Upgrade 3,030 LF of 12" water mains and 1,480 of 8" water mains, as well as valves and hydrants in the Seattle Public Utilities (SPU) system To Serve Build-Out: • Upgrade 36,969 LF of 12" and 317 LF 8" mains, as well as valves & hydrants in the North City Water District	By 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning • Evaluate/verify long-term storage and facilities needs • Upgrades would be needed to a similar level as under Alternative 4; work with service providers to confirm To Serve Build-Out: • Upgrades would be needed to a similar level as under Alternative 4; work with service providers to confirm	By 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plans to address potential growth as a result of rezoning • Evaluate/verify long-term storage and facilities needs • Fewer upgrades would be needed than under Alternative 4 or 3; work with service providers to confirm To Serve Build-Out: • Fewer upgrades would be needed than under Alternative 4 or 3; work with service providers to confirm	By 2035: • Utility providers would need to implement already planned improvements

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.5 Utilities **WATER, CONTINUED AND WASTEWATER** See Chapter 3.5 for a more detailed description of wastewater system improvement needs.	WATER—To Serve Build-Out, Continued: • Upgrade 30,515 LF of 12" and 5,485 LF of 8" mains, as well as valves and hydrants in the SPU system WASTEWATER by 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning • Upgrade 9,450 LF of 18" or larger mains, and 648 LF of 12" to 15" mains; upsize lift station #15 To Serve Build-Out: • Upgrade 30,777 LF of 18" or larger and 26,584 LF of 12" to 15" mains and other facilities • Upsize Lift Stations # 8, 14, and 15 • Implement already planned	WASTEWATER by 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning • Fewer upgrades would be needed than Alternative 4; work with service provider to confirm To Serve Build-Out: • Upgrade 19,093 LF of 18" or larger and 11,314 of 12" to 15" mains and other facilities • Upsize Lift Stations # 8, 14, and 15	WASTEWATER by 2035: • Utility providers would need to implement already planned improvements and update service planning and comprehensive plan to address potential growth as a result of rezoning • Fewer upgrades would be needed than under Alternative 4 or 3; work with service provider to confirm To Serve Build-Out: • Upgrade 11,230 LF of 12" to 15" mains and other facilities • Upsize Lift Stations #15	WASTEWATER by 2035: • Utility providers would need to implement already planned improvements

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.5 Utilities **SURFACE WATER** See Chapter 3.5 for more detailed descriptions.	By 2035: • As the service provider, the City would need to implement already planned improvements, including comprehensive plan items and update plans to address potential growth • Upgrade 2,617 LF of 24" pipe, 20,422 of 18" pipe, and 4,257 of 12" pipe • Upsize MC03 pump station • Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by DOE • Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment	By 2035: • As the service provider, the City would need to implement already planned improvements, including comprehensive plan items and update plans to address potential growth • Fewer upgrades would be needed than Alternative 4; more than Alternative 2 • Upsize MC03 pump station • Encourage and implement low impact development and green stormwater infrastructure to higher level than required by DOE • Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment	By 2035: • As the service provider, the City would need to implement already planned improvements, including comprehensive plan items and update plans to address potential growth • Fewer upgrades would be needed than Alternative 4 or 3 • Upsize MC03 pump station • Encourage and implement low impact development and green stormwater infrastructure to higher level than required by DOE • Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment	By 2035: As the service provider, the City would need to implement already planned improvements, including comprehensive plan items

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.5 Utilities **SURFACE WATER, CONTINUED**	To Serve Build-Out • Upgrade 4,317 LF of 24" pipe, 35,673 of 18" pipe, and 11,302 of 12" pipe • Upsize MC03 & Serpentine pump stations • Continue to encourage greater levels of LID and green stormwater infrastructure than required • Implement sub-basin/regional facilities	To Serve Build-Out • Upgrade 17,251 LF of 18" and 22,136 LF of 12" pipe • Upsize MC03 & Serpentine pump stations • Continue to encourage greater levels of LID and green stormwater infrastructure than required • Implement sub-basin/regional facilities (at a lower level than under Alternative 4)	To Serve Build-Out • Upgrade 8,700 LF of 18" and 15,261 LF of 12" pipe • Upsize MC03 pump station • Continue to encourage greater levels of LID and green stormwater infrastructure than required • Implement sub-basin/regional facilities (at a lower level than under Alternative 4 or 3)	
ELECTRICITY, NATURAL GAS, AND COMMUNICATIONS (Phone, Internet, Cable)	To Serve 2035 and Build-Out Growth: Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades	To Serve 2035 and Build-Out Growth: Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades	To Serve 2035 and Build-Out Growth: Provide outreach to and coordinate with service providers to proactively plan for additional facilities and services from the outset of adoption of rezoning to address needs, which will increase incrementally over many decades	Continue along current service planning path; increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities

	Alternative 4—Preferred Alternative	Alternative 3—Previous Most Growth	Alternative 2—Some Growth	Alternative 1—No Action
MITIGATION MEASURES, CONTINUED				
3.5 Utilities **ELECTRICITY, NATURAL GAS, AND COMMUNICATIONS (Phone, Internet, Cable), CONTINUED**	Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities Consider the need for potential increases in fees for services to address growth Explore district energy options and incentivize green building Behavioral changes may offset some demand for services	Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities Consider the need for potential increases in fees for services to address growth Explore district energy options and incentivize green building Behavioral changes may offset some demand for services	Increases in households and businesses would result in increased fee revenue to help offset cost of providing additional services and facilities Consider the need for potential increases in fees for services to address growth Explore district energy options and incentivize green building Behavioral changes may offset some demand for services	

1.9 Significant Areas of Controversy and Uncertainty, and Issues to be Resolved or Monitored

In summary, adoption of the 185th Street Station Subarea Planned Action, which would implement the zoning alternative selected by Shoreline City Council. Adoption of the Planned Action also would provide additional housing and employment options, increasing the number of people living and working in proximity to the light rail station. Under any action alternative, the plan would be facilitated by changes in land use and zoning, as well as development provisions such as building height requirements, design standards, and parking ratios. Plan and regulation changes, along with capital improvements, and other measures will support redevelopment of the area to more intensive mixed-use character consistent with the region and City's vision for light rail station areas. This represents a significant change from the current single-family character of the subarea, and as such, many residents have concerns about how transition will impact their future and quality of life.

While new development would result in a variety of neighborhood and transportation improvements, along with

development of parks and public spaces, a greater variety of housing choices to fit various incomes, and other community amenities, there are several areas of uncertainty and issues to be resolved as the plan moves into implementation, both in the twenty-year and build-out timeframes.

The purpose of this EIS analysis is not to presume that all impacts of change can be mitigated or predicted, but to identify potential issues and determine solutions that can minimize adverse consequences and facilitate improvements. The analysis acknowledges that there will be some undesirable conditions related to the transition that happens over time in the subarea. While uncertainty exists and people are naturally skeptical of change, especially if they feel it was imposed upon them, the City and community have worked hard to create an ambitious long-range vision, and developed mechanisms to bring it to fruition.

The topics described below and on the following pages have been identified as areas that may be unpredictable, and should therefore be monitored closely over time.

Changes in Neighborhood Character

The station subarea would change from a predominantly single family neighborhood to a more urban neighborhood with a mix of densities. The future character of the subarea would include single family housing around the periphery, transitioning to various types of attached single family, and then to multifamily and mixed use in areas surrounding the station and along the N-NE 185th Street/10th Avenue N/NE 180th Street corridor.

Major areas of concern include how transitions in the character of the neighborhood, and physical transitions between different land uses, would be managed. While the proposed changes in zoning and land use mix would alter the look and feel of the subarea, this change would occur incrementally over many decades. This long timeframe does create a level of uncertainty, but also provides the ability to implement improvements to support growth. While it is beyond the timeframe that most property owners and residents plan for, it can facilitate discussions about long-range household goals and preferences, and hopefully provide additional options such as more housing for aging Baby Boomers and Millennials, two key consumer groups, as well as housing for all Shoreline citizens.

Many residents have expressed excitement about the coming of light rail and changes that it could bring to the neighborhood, including additional restaurants and sidewalks. Many have expressed their hope that increased demand and property values could enable them to sell their houses, which in some cases are underwater following the Great Recession. Other residents in the subarea have expressed their disapproval regarding this level of change and have questioned why the coming of light rail should be accompanied by significant upzoning. Some want to know whether they should make planned improvements to their homes, or invest in another area where single-family character is more likely to be preserved.

The City acknowledges that even though a decision to stay or sell is entirely up to the property owner, those who feel as if their neighborhood is changing beyond their comfort level may still feel forced out. The City also acknowledges that even for those

who support change, transitions and construction can be uncomfortable and unpleasant.

The Pace of Redevelopment, Market Forces, and Complexity of Property Aggregation

An area of uncertainty relates to unknowns about the timeframe in which change would occur and the pace of growth and development. While the FEIS has projected an average annual growth range of 1.5 percent to 2.5 percent, the actual rate of growth may fluctuate from year to year.

There also are questions about how much redevelopment the market might support over time, and the overall quality of development. There is added complexity involved in the need to aggregate enough parcels for larger scale redevelopment. There also are unknowns about when and where specific redevelopment might occur in the subarea.

Many single family homeowners will prefer to stay or purchase within the subarea, and single family use could continue for many years without redevelopment. It is possible that creating new areas for mid-rise multifamily and mixed-use development would unlock pent-up demand for such products, which may support initial growth along the 185th Street corridor. It is not likely that market forces and the process of parcel aggregation would facilitate development of seven story buildings in the near-term. However, allowing for greater choice and flexibility as represented in the Preferred Alternative reduces certainty about where initial and subsequent phases of redevelopment would occur.

Possible Real Estate Speculation as Well as Uncertainty about the Future

Property owners have expressed concerns that real estate investors may be interested in purchasing single family homes and holding them as rentals until the time is right for redevelopment in the future. Many homeowners in both station subareas have already received letters offering fair market value, possibly because investors believe that properties would be less expensive before zoning changes or light rail service is operational. This type of speculative buying could occur regardless of whether or not the City was planning to rezone areas surrounding future stations immediately. One reason to implement zoning change sooner rather than later is to provide long-term predictability regarding what type of uses would be allowed where, and ample time for homeowners to become informed about the potential for change and determine their own long-range plans. For those that choose to sell, understanding the long-term potential of the property may allow them to capture additional value.

Available Funding for Infrastructure Improvements

Funding for street, intersection, and other transportation improvements, as well as utility upgrades and local transit programs is constrained. While there would be a substantial need for improvements to serve the potential growth in the subarea, funding for these projects is not secured. The City and other utility and service providers would need to reprioritize investments and aggressively seek funding to support redevelopment in the subarea. Another reason to undergo subarea planning a decade before the trains start running is to

identify projects and potential funding sources as soon as possible.

The Potential for Phased Zoning

At this time, it is not known if the subarea would be zoned all at once or zoned in phases. The potential for phased zoning could help to address some of these areas of uncertainty by identifying a specific area where redevelopment would happen first in the subarea. This could help to focus public and private investment activity to support redevelopment and make the areas of potential changes in land use more predictable (identifying where changes would occur first as part of Phase 1). The City also could work to target incentives and capital investments within this smaller geographic area in the next two decades, rather than diluting investment over a broader area.

Some homeowners that live within boundaries of Alternative 4-Preferred Alternative, but outside of Phase I, have expressed the preference that if they are potentially going to live adjacent to major redevelopment, they would like to have the option to increase their development potential as well, rather than waiting for zoning to be unlocked decades from now. Some homeowners who live inside and outside the Planned Action boundary have expressed a preference for less intensive zoning and as such, would support a phased approach to implementation. Decision-makers are interested in opinions on phased zoning.

1.10 Significant Unavoidable Adverse Impacts

This section addresses the potential for significant unavoidable adverse impacts, summarizing the results of the environmental analysis. While there are several areas of controversy and uncertainty and issues to be resolved over time, there is a long range horizon to proactively plan for and support build-out of the plan for redevelopment.

As long as investments are prioritized and infrastructure (transportation and utilities) improvements and public services (schools, parks and recreation, police, fire and emergency, City services and other human services) are increased over time to keep pace with growth and to mitigate the impacts identified in this FEIS, no significant unavoidable adverse impacts would be anticipated with implementation.

Land Use Patterns, Plans and Policies

Alternative 4—Preferred Alternative, as well as Alternative 3—Previous Most Growth or Alternative 2—Some Growth, all would result in greater intensity of land uses, housing and employment in the subarea than Alternative 1—No Action. While implementation of Alternative 4—Preferred Alternative (as well as Alternatives 3 or 2) would require updating the City's Comprehensive Plan and revising Development Code regulations and standards, the proposed changes to land use patterns do conform to and support the City's Comprehensive Plan policies and regional vision for light rail station subareas.

Impacts on land use compatibility would be mitigated with implementation of design and transition standards in the City's Development Code, along with new regulatory provisions adopted to support the subarea plan. Required Comprehensive Plan amendments include updating the land use map, which would be adopted concurrently with the 185th Street Station Subarea Plan and Planned Action Ordinance and other policy amendments, which would be adopted as part of the 2015 docket cycle. With implementation of a high-capacity transit-supportive alternative and application of mitigation measures and amendments, no significant unavoidable adverse impacts on land use patterns, plans, and policies would be anticipated.

Population, Housing, and Employment

To a greater degree implementation of Alternative 4—Preferred Alternative would result in a variety of housing types, as well as an increased quantity of housing choices to fit various income levels and household size needs in the subarea than the other action alternatives (3 or 2). Development Code provisions and additional mitigation measures would encourage affordable housing options in the subarea. With application of mitigation measures and Development Code amendments, no significant unavoidable adverse impacts on housing would be expected.

Under Alternative 1—No Action, future housing opportunities would be limited to primarily various types of single family (with the exception of areas within the Town Center and North City Subareas). As such, Alternative 1—No Action would not accommodate the same range of housing needs as Alternative 4 (or Alternative 3 or 2). Alternative 1 would not be as beneficial in meeting community and regional objectives related to expanding housing options, including affordable housing. Under existing zoning, there could be a concern that existing single family homes would be demolished over time and replaced with larger homes, which is inconsistent with adopted policies.

Transportation

Although the effects of additional vehicles in creating traffic congestion can be mitigated to varying degrees through the proposed transportation improvements, the actual increases in traffic under any of the alternatives would be considered an unavoidable impact. The significance and negativity of this impact can be mitigated with improvements and transportation demand management over time. Increases in traffic would occur under all alternatives (Alternative 4—Preferred Alternative, Alternative 3—Previous Most Growth, Alternative 2—Some Growth, or Alternative 1—No Action) as a result of growth in traffic throughout the city and in the subarea.

Traffic would increase regardless of redevelopment activities due to development of the light rail station and park and ride parking structure. The rate of growth and change in the subarea would occur very gradually, over many decades. Development of the Preferred Alternative would occur incrementally over time, allowing increases in traffic to be addressed with planned improvements and transportation demand management over time, meeting City concurrency standards.

A basic goal of implementing high-capacity transit in the region is to reduce the overall impact of traffic and provide more opportunities for citizens to travel via fast, efficient, and reliable services. The more people living and working near light rail transit

stations, the more opportunities there would be for people to use the high-capacity transit system, rather than drive to and from destinations. This, in turn, would result in beneficial effects to the environment such as reductions in traffic-generated pollution and greenhouse gas emissions in the region.

Public Services

Additional public services such as police, fire, emergency services, schools, parks and recreation, solid waste, and other services would be required to serve population growth under Alternative 4—Preferred Alternative, as well as Alternative 3—Previous Most Growth, or Alternative 2—Some Growth. The demand for increased services and facilities would occur gradually, over many decades. Increases in housing and employment would generate additional revenue and funding for services. Under Alternative 1—No Action, there would be an increase in demand for public services at a much lower level than under the action alternatives.

Development fees, sales tax revenues, property taxes generated from new households, customer service charges to new customers, and other project funding would offset the costs of providing additional public services, keeping pace with demand under Alternative 4—Preferred Alternative (as well as under Alternative 3 or 2). As such, no significant unavoidable adverse impacts are anticipated.

Utilities

The growth in residential and employment population would increase the demand for utilities (water, wastewater, surface water management, communications, and energy services) under any of the alternatives. Alternative 4 (as well as Alternative 3 or 2) would create a substantially greater demand for utility services over time than Alternative 1. Because growth would occur gradually over many decades, customer fees, service charges, and other funding would offset the costs of providing additional utility services, allowing service providers to fiscally manage the increased demand. No significant unavoidable adverse impacts would be anticipated. However, coordination between the City, utility providers, developers, and other entities such as Sound Transit who would construct capital projects would be critically important to minimize disruption.

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